

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 3311**  
**ANSWERED ON 20.03.2026**

**RAILWAY INFRASTRUCTURE DEVELOPMENT IN NORTH KERALA**

3311 SHRI SANDOSH KUMAR P:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of railway infrastructure projects currently under implementation in north Kerala, including line doubling, electrification, station redevelopment and new line proposals;
- (b) the status of track doubling and capacity enhancement works in the Shoranur - Mangaluru corridor;
- (c) whether Government has assessed the increasing passenger and freight congestion in north Kerala, if so, the details thereof;
- (d) the funds allocated and expended for railway infrastructure development in north Kerala during the last five years, year-wise; and
- (e) whether Government proposes to sanction any new projects or accelerate pending works to improve rail connectivity and reduce travel time in the region?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)

(a) to (e): Shoranur - Mangaluru is a double line section and survey for 3rd and 4th line (307 km) has been sanctioned for preparation of Detailed Project Report (DPR).

To augment the connectivity in north Keralam, following works/survey have been completed/taken up:-

S.N	Project	Status
1	Dindigul-Pollachi-Palghat gauge conversion (164 km)	Project Completed
2	Shoranur - Vallathol doubling (10 km)	Works affected due to land acquisition
3	Tirunnavaya –Guruvayur new line (35 Km)	Works could not progress due to law and order issues, however, on public demand, works have been taken up again.
4	Ernakulam – Kumbalam - Thuravur doubling (24 Km)	<ul style="list-style-type: none"> <li>• Project taken up</li> <li>• 13 Ha, out of 14.5 Ha land required for the project, has been acquired</li> <li>• Works taken up on available land and major &amp; important bridges</li> </ul>

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5	Alappuzha- Ambalapuzha doubling (13 Km)	Project sanctioned recently
6	Turavur – Mararikulam doubling (21 Km)	Project sanctioned recently
7	Mararikulam – Alappuzha doubling (12 Km)	Field Survey completed. DPR preparation taken up
8	Shoranur- Coimbatore 3rd & 4th Line (99 Km)	Survey sanctioned for preparation of DPR
9	Shoranur-Ernakulam 3rd Line (107 Km)	Survey sanctioned for preparation of DPR
10	Ernakulam - Kayankulam 3rd line (via Kottayam) (115 Km)	Survey sanctioned for preparation of DPR

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

**Keralam :-**

**Keralam Railway Budget:-**

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Keralam is as under:-

Period	Outlay
2009-14	₹ 372 crore/year
2025-26	₹3,042 crore (more than 8 times)

**Recently Completed Projects:-**

Details of some of the recently completed projects falling fully/partly in Keralam are as under :

S.N	Project	Cost (₹ in Crores)
1	Dindigul-Pollachi-Palghat & Pollachi-Coimbatore gauge conversion (217 km)	1,360
2	Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
4	Chenganur-Chingavanam doubling (27 km)	436
5	Ambalapuzha-Haripad doubling (18 km)	346
6	Kuruppanthara-Chingavanam doubling (27 km)	749

**Ongoing Projects:-**

Some of the projects falling fully/partly in Keralam which have been taken up are as under:

S No.	Project	Cost (₹ in Crores)
1	Tirunnavaya –Guruvayur new line (35 Km)	138
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalam doubling (8 km)	595
4	Kumbalam-Thuravur Patch doubling (16 km)	803
5	Trivandrum- Kanyakumari doubling (87 km)	3,786
6	Shoranur - Vallathol doubling (10 km)	367
7	Palakkad Town to Parli Bypass Line (2 Km)	164
8	Alappuzha-Ambalapuzha doubling (13 Km)	324
9	Turavur – Mararikulam doubling (21 Km)	451

**Project sanctioned:-**

As on 01.04.2025, 06 projects (02 new line and 04 doubling) of 266 km length, costing ₹9,415 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Balance to complete	Expenditure upto March 2025 (₹ in Crore)
New line	02	146 km	0 km	146 km	309
Doubling /multitracking	04	120 km	26 km	94 km	2,941
<b>Total</b>	<b>06</b>	<b>266 km</b>	<b>26 km</b>	<b>240 km</b>	<b>3,250</b>

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

In last three years (i.e. 2022-2023, 2023-2024, 2024-25 and current financial year i.e. 2025-26), total 09 Nos. of Surveys (03 new line and 06 doubling) falling fully/partly in the State of Keralam having a total length of 1,101 km have been sanctioned and survey work has been taken up.

Execution of important infrastructure projects falling fully/partly in the State of Keralam are held up due to delay in land acquisition. Status of land acquisition in the State of Keralam is as under:

Total Land required for Projects in Keralam	476 ha
Land Acquired	65 ha (14%)
Balance Land to be acquired	411 ha (86%)

Railway had deposited ₹1,975 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Angamali – Sabarimala new line (111 km)	416	24	392
2.	Ernakulam – Kumbalam Patch doubling (8 km)	4	3	1
3.	Kumbalam – Turavur Patch doubling (16 km)	10	9	1
4.	Shoranur – Vallathol doubling (10 km)	5	0	5

Government of India is geared up to execute projects, however success depends upon the support of Government of Keralam.

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway's own operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

**ROBs/ RUBs:-**

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

<b>Period</b>	<b>ROBs/ RUBs constructed</b>
2004-14	4,148 Nos.
2014-25 (Upto Jan'26)	14,024 Nos. (including 121 Nos. in the State of Keralam)

As on 01.02.2026, 4,802 Nos. ROBs/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 138 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) are sanctioned at cost of ₹ 4,835 Cr in Keralam which are at various stages of planning and execution.

01 No. Level Crossing (LC No. 10) exists in Wayanad Lok Sabha Parliamentary and the work for construction of ROB has been sanctioned at this location. General Arrangement Drawing (GAD) has been approved.

106 Nos. ROBs/RUBs are delayed on account of the State Govt. The details are as under:

<b>S.No.</b>	<b>Reason</b>	<b>ROBs/RUBs (in No.)</b>
1.	Delay in Land Acquisition by State Govt.	38
2.	Finalization of Alignment by State Govt.	63
3.	Law & order/ Public Protest/Court cases etc.	2
4.	Agency yet to be fixed	3

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

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- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

### **Amrit Bharat Stations:**

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1338 stations have been identified for development under Amrit Bharat Station Scheme,

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out of which 35 stations are located in Kerala. The names of stations identified for development under Amrit Bharat Station Scheme in Kerala are as following:

State	No. of Stations	Name of Stations
Kerala	35	Alappuzha, Angadippuram, Angamali For Kaladi, Chalakudi, Changanassery, Chengannur, Chirayinkeezh, Ernakulam, Ernakulam Town, Ettumanur, Ferok, Guruvayur, Kannur, Kasargod, Kayankulam Jn, Kollam Jn, Kozhikode, Kuttippuram, Mavelikara, Neyyattinkara, Nilambur Road, Ottappalam, Parappanangadi, Payyanur, Punalur, Shoranur Jn., Thalassery, Thiruvananthapuram Central, Thrisur, Tirur, Tiruvalla, Tripunithura, Vadakara, Varkala Shivagiri, Wadakancheri

**Completed Station:**

Development works at railway stations under Amrit Bharat Station Scheme in Kerala have been taken up at a good pace Details of stations completed in Kerala are as under:

State	No. of stations	Name of stations
Kerala	11	Angamali for Kaladi, Chalakudi, Changanassery, Chirayinkeezh, Ferok, Kuttippuram, Nilambur Road, Shoranur Jn., Tripunithura, Vadakara, Wadakancheri

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- **Angadippuram station:** The works of porch in first entry, platform shelter, platform surfacing of platform no. 1 & 2, concourse, booking office, waiting hall, toilet, improvement of circulating area, parking and approach road of first entry, coach indication board, train indication board and signages have been completed. The works of Divyangjan facilities, lift and 6 m Foot Over Bridge have been taken up.
- **Guruvayur station:** The works of platform shelter, improvement of concourse, circulating area and parking have been completed. The works of improvement of station building, entrance arch, booking office, waiting hall, new retiring room, Divyangjan facilities and Foot Over Bridge have been taken up.

- **Parappanangadi station:** The works of porch, platform shelter, platform surfacing, improvement of concourse, booking office, waiting area at platform no. 1, toilet, circulating area at first entry, parking at second entry, lift, coach indication board and train indication board have been completed. The work of Divyangjan facilities has been taken up.
- **Payyanur station:** The works of porch, platform shelter, raising of platform no. 2 & 3, improvement of concourse, booking office, waiting hall, circulating area at second entry, parking, coach indication board and train indication board have been taken up. The works of improvement of station building, circulating area at first entry, Divyangjan facilities, lift and 6 m Foot Over Bridge have been taken up.
- **Tirur station:** The works of improvement of station building, porch at first entry, concourse, raising and platform surfacing of platform no. 1, platform shelter, booking office, toilet, improvement of retiring room, improvement to circulating area at first entry, parking at second entry, lift, signages, improvement of Foot Over Bridge, coach indication board, train indication board, lift and escalator at second entry have been completed. The works of circulating area at second entry, parking at first entry and Divyangjan facilities have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation / Modernization of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise and not Work-wise or Station-wise. Passenger amenities are generally funded under Plan Head-53 'Customer Amenities'. Kerala is covered under the jurisdiction of Southern Railway. For this zone, an allocation of ₹ 3,435 crore has been made for the last four years and current year (up to February, 2026), out of which an expenditure of ₹ 3,304 crore has been incurred so far.

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**Railway Electrification:**

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up. Electrification carried out during 2014-25 and before 2014 is as under:-

<b>Period</b>	<b>Route Kilometer</b>
Before 2014 (about 60 years)	21,801
2014-25	46,900

In Tamil Nadu, 97% of BG network has been electrified including existing single line in section of Villupuram – Pondicherry. Further, all new line / multitracking projects are being sanctioned and constructed with electrification.

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